

Planning & Development Report to
Calgary Planning Commission
2019 November 21

ISC: UNRESTRICTED
CPC2019-1129

Land Use Amendment in Highland Park (Ward 4) at 3827 Centre A Street NE, LOC2019-0099

EXECUTIVE SUMMARY

This application was submitted by Inertia on 2019 June 21 on behalf of the landowner, Huafeng Zhang. The application proposes to change the land use designation of the subject site from Residential – Contextual One / Two Dwelling (R-C2) District to Multi-Residential – Contextual Grade-Oriented (M-CGd72) District to allow for:

- multi-residential development (e.g. primarily townhouses and fourplexes with some units with direct access to grade);
- a maximum building height of 12 metres (an increase from the current maximum 10 metres);
- a maximum of 4 dwelling units (an increase from the current maximum 2 units), based on a density modifier of 72 units per hectare; and
- the uses listed in the M-CG District.

The proposal aligns with the applicable policies of the *Municipal Development Plan*. A development permit application has not been submitted at this time.

ADMINISTRATION RECOMMENDATION:

That Calgary Planning Commission recommend that Council hold a Public Hearing; and

1. **ADOPT**, by bylaw, the proposed redesignation of 0.06 hectares \pm (0.15 acres \pm) located at 3827 Centre A Street NE (Plan 3674S, Block 18, Lot 31) from Residential – Contextual One / Two Dwelling (R-C2) District **to** Multi-Residential – Contextual Grade Oriented (M-CGd72) District; and
2. Give three readings to the proposed bylaw.

PREVIOUS COUNCIL DIRECTION / POLICY

None.

BACKGROUND

This land use amendment application was submitted by Inertia on 2019 June 21 on behalf of the landowner, Huafeng Zhang. The Applicant's Submission (Attachment 1) indicates the landowners' intent to redesignate the property to allow for the development of a grade oriented multi-residential building in alignment with the rules of the M-CGd72 District. This land use amendment application will prepare the subject site for future development with four grade-oriented units within approximately 200 metres walking distance of the future 40 Avenue Green Line LRT Station.

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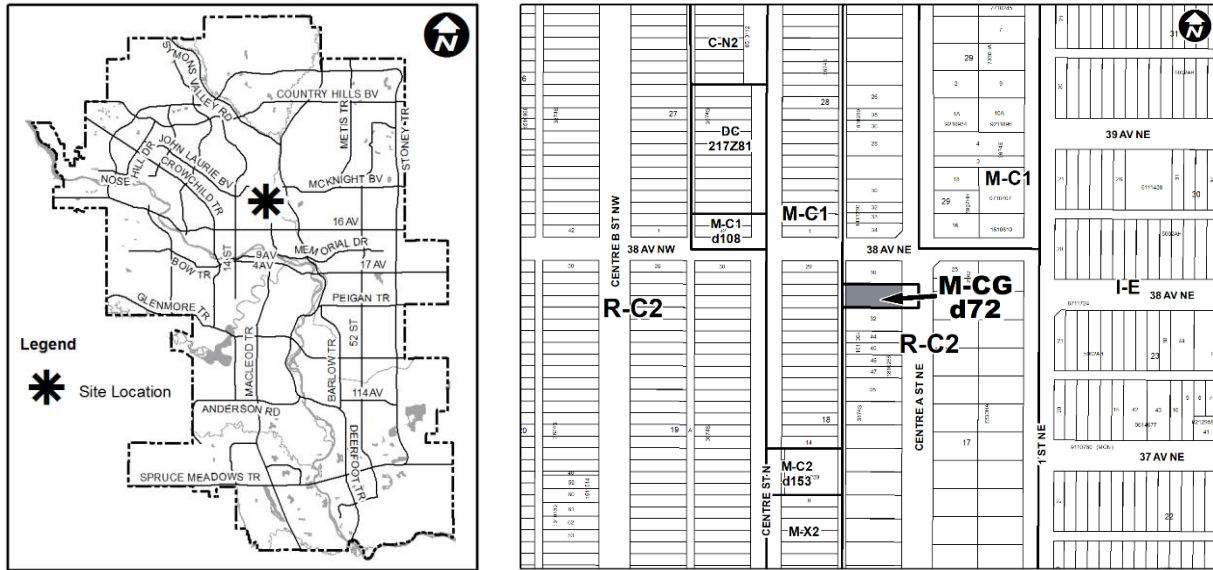
The subject site is developed with a two-unit residential building situated in Highland Park, which does not currently have a statutory approved local area plan. The community is currently part of the North Hill Communities Local Growth Planning Initiative as discussed under the Strategic Alignment section of this report.

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Location Maps



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Site Context

The community of Highland Park is an inner-city residential community straddling Centre Street N and providing direct vehicular and transit access to downtown Calgary. The street block on Centre A Street N between 38 Avenue NE and 41 Avenue NE is earmarked for the location of the future 40 Avenue Green Line LRT Station. The subject site is situated approximately 200 metres to the south-east of the proposed station on Centre A Street NE.

The site is approximately 0.06 hectares (0.15 acres) large with street frontage of approximately 15 metres (50 feet), and a parcel depth of approximately 36 metres (118 feet), and has a steep gradient sloping down from the western property line with the rear lane to Centre A Street NE. The site is currently developed with a two-unit residential building with vehicular access from the rear lane to a parking pad.

Surrounding uses and development consist of the following:

- North and South – single and semi-detached dwellings with a Residential – Contextual One / Two Dwelling (R-C2) District;
- East – beyond the immediate single and semi-detached dwellings on Centre A Street NE lies Greenview Industrial Park; and
- West – two vacant properties under a Multi-Residential – Contextual Low Profile (M-C1) District across the rear lane with an elementary school across Centre Street N further to the west.

Highland Park is an established community with residential developments at various densities and stages of redevelopment. The community provides for the needs of its residents in terms of commercial uses, schools, place of worship and work opportunities in Greenview Industrial Park. The community is also well connected through the Primary Transit Network with the rest of the City. Highland Park is experiencing change and anticipated growth as a result of the future Green Line LRT, planned to be developed in the future along Centre Street N.

As identified in *Figure 1*, the community of Highland Park has seen a population decrease since its population peak in 1969.

Figure 1: Community Peak Population

Highland Park	
Peak Population Year	1969
Peak Population	4,875
Current Population (2018)	4,191
Difference in Population (Number)	-684
Difference in Population (Percent)	-14%

Source: *The City of Calgary 2018 Civic Census*

Additional demographic and socio-economic information may be obtained online through the

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Highland Park community profile.

INVESTIGATION: ALTERNATIVES AND ANALYSIS

This land use amendment proposal has the potential for the redevelopment of an underdeveloped site in proximity to a key transportation and transit corridor in the city. The subject site can contribute to transit-oriented development by providing multi-residential housing at medium residential densities within walking distance to a future LRT Station, existing and future commercial development and an existing elementary school.

Planning Considerations

The following sections highlight the scope of technical planning analysis conducted by Administration.

Land Use

The existing Residential – Contextual One / Two Dwelling (R-C2) District allows for a low-density residential development with a maximum of two units with a building height of no more than 10 metres. This land use amendment application proposes the redesignation of the subject site to Multi-Residential – Contextual Grade Oriented (M-CGd72) District with a density modifier of 72 units per hectare, which would allow for up to 4 dwelling units on this site. The proposed M-CG District is intended to accommodate multi-residential developments in close proximity or adjacent to low density residential development.

With the proposed M-CG District, the subject site has the potential to develop with a four-plex multi-residential building at a maximum building height of 12 metres as proposed in the Applicant's Submission in Attachment 1. The current land use district along Centre Street N is Multi-Residential – Contextual Medium Profile (M-C2) District and the proposed M-CG District is an appropriate adjacent land use district; specifically, in context to the existing R-C2 land use district to the east across Centre A Street NE and the new semi-detached infill developments surrounding the subject site.

Development and Site Design

The applicant's intended four-unit residential development will be evaluated against the rules of the M-CGd72 District and will be reviewed by City Wide Urban Design to guide the built form in relation to height, massing, parking and landscaping. Other key factors that will be considered during the development permit application include the following:

- ensure higher residential densities to support existing bus ridership and the future LRT ridership at the proposed 40 Avenue Green Line LRT Station;
- ensure acceptable vehicular access from the rear lane to on-site parking;
- mitigate any potential impacts on the existing R-C2 properties to the north, south, and east of the subject site;

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- provide for grade-oriented development with at least two front doors facing Centre A Street NE; and
- integrate sufficient amenity space in the site plan.

Environmental

There are no environmental concerns associated with the subject site or this proposal however, a Slope Stability report may be required by Administration at the development permit stage.

Transportation

A Transportation Impact Assessment was not required for this proposal. The subject site is situated in close proximity to the Primary Transit Network along Centre Street N, as well as 40 Avenue NE and 41 Avenue NE. The Primary Transit Network provides high transit connectivity along these north-south and east-west corridors.

Transit and bus rapid transit stops are located along Centre Street N with the closest stop within 150 metres of the subject site. Transit stops for the east-west bus line (Route 38) are situated along 40 Avenue NW and 41 Avenue NE, one block to the north of the subject site. Vehicular access to the subject site will be provided from the existing rear lane to on-site parking and will be reviewed at the development permit stage.

Green Line

The Corporate Planning Applications Group - Green Line Team reviewed the land use amendment application and is in general support of the proposal.

The subject site is within proximity to the future 40 Avenue Green Line Station, which has been identified as a future transit-oriented development (TOD) area. As such, future development and land use for this site should be transit supportive.

As discussed below under the Strategic Alignment section of this report, the *Municipal Development Plan* and the *Transit Oriented Development Policy Guidelines* support creating a transit-supportive land use framework within existing or future TOD areas.

Utilities and Servicing

Water and sanitary sewer are available to service the site, but storm sewer is not immediately available. The specific servicing arrangements and stormwater management will be reviewed and evaluated in detail as part of the development permit process.

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Stakeholder Engagement, Research and Communication

In keeping with Administration's standard practises, this application was circulated to relevant stakeholders and notice posted on-site. Notification letters were sent to adjacent land owners and the application was advertised on-line.

Administration circulated the application to the Highland Park Community Association. They provided a letter of support on the development proposal (Attachment 2).

Administration received two letters in opposition to the application. Identified concerns can be summarized as a shortage of on-street parking and too many units; two residential units may be acceptable, but four units are too much for the size of the site.

Following Calgary Planning Commission, notifications for the Public Hearing of Council will be posted on-site and mailed out to adjacent land owners. In addition, Planning Commission's recommendation and the date of the Public Hearing will be advertised.

Strategic Alignment

South Saskatchewan Regional Plan (2014)

The recommendation by Administration in this report has considered and is aligned with the policy direction of the *South Saskatchewan Regional Plan* (SSPR) which directs population growth in the region to the Cities and Towns and promotes efficient use of land.

Interim Growth Plan (2018)

The recommendation aligns with the policy direction of the *Interim Growth Plan*. The proposed policy and land use amendment build on the principles of the *Interim Growth Plan* by means of promoting efficient use of land, regional infrastructure, and establishing strong, sustainable communities.

Municipal Development Plan (Statutory – 2009)

The subject parcel is located within the Urban Main Street Land Use Typology identified on Map 1: Urban Structure in the *Municipal Development Plan* (MDP). Urban Main Streets are served by the Primary Transit Network and should provide for a broad mix of residential, employment and retail uses. The MDP policies of the Urban Main Street typology focus on ensuring development with a public realm that is of high quality, pedestrian-oriented and is of an intensity that will contribute to a vibrant environment.

The proposal is in keeping with relevant MDP policies as the rules of the M-CG District provide for a development form that is appropriate to the subject site and other surrounding land uses in terms of height, built form and density.

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North Hill Communities Local Growth Planning Initiative

The subject site is situated in the community of Highland Park which does not currently have a statutory approved local area plan. Administration is currently undertaking the North Hill Communities Local Growth Planning initiative which includes the community of Highland Park and does not prohibit applications from being submitted. The local area plan is anticipated by Q1 2020.

Transit Oriented Development Policy Guidelines (Non-Statutory – 2004)

The *Transit Oriented Development Policy Guidelines* provide direction for the development of areas typically within 600 metres of a transit station. The subject site is located approximately 150 metres south-east of the future 40 Avenue Green Line LRT Station and is entirely within the transit-oriented development (TOD) area. The highest densities in station areas are generally located in close proximity to the station and there is an anticipated intensity threshold (within 400 metres of an LRT station) of a minimum of 100 jobs/population per hectare.

Location Criteria for Multi-Residential Infill (Non-Statutory – 2016)

The proposed land use amendment meets most of the location criteria for Multi-Residential Infill Development, such as:

- the subject site is situated within 250 metres of several transit stops;
- including transit stops on a primary transit route within 300 metres;
- the site will be adjacent to future non-residential uses situated on Centre Street N;
- the site is in close proximity to an existing corridor (Centre Street) and activity centre (40 Avenue NE); and
- the subject site gains vehicular access by means of a rear lane.

While these criteria are not used as a checklist, they do provide a framework in which Administration evaluates a parcel's appropriateness for intensification. These criteria together indicate that the subject site is an appropriate location for sensitive residential intensification.

Social, Environmental, Economic (External)

This proposal will allow for additional residential density in an established inner-city community in close proximity to a major transit corridor. The proposal will facilitate a more compact urban form that makes efficient use of land and existing infrastructure. The proposed land use district allows for a higher density housing type and as such, the proposed changes may better accommodate the housing needs of different age groups, lifestyles and demographics.

Financial Capacity

Current and Future Operating Budget

There are no known impacts to the current and future operating budgets.

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Current and Future Capital Budget

The proposed amendments do not trigger capital infrastructure investment and therefore there are no growth management concerns currently.

Risk Assessment

There are no significant risks associated with this proposal.

REASONS FOR RECOMMENDATIONS:

The proposal is in keeping with applicable policies of the *Municipal Development Plan*. The proposed M-CGd72 District is designed to be implemented in proximity to adjacent low-density residential development. The proposed land use district also supports the vision for future development intensification in proximity to Centre Street N and specifically for transit-oriented development near the future 40 Avenue Green Line LRT Station.

ATTACHMENTS

1. Applicant's Submission
2. Highland Park Community Association Letter